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"HONGKONG TELEGRAPH"
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The Hongkong Telegraph.

ESTABLISHED 1861.

NEW SERIES No. 202

日二十月十年一十二精光

THURSDAY, NOVEMBER 28, 1895.

四拜禮 號八廿月一十英港香

THIRTY DOLLARS
PER ANNUM.

ONE
THOUSAND
DOLLARS
European Subscribers to the
Hongkong Telegraph are, from
1st October, 1895, insured for
the sum of \$1,000 against FIRE
Accidents.
SEE BELOW.

Banks.
THE MERCANTILE BANK OF INDIA, LIMITED.
AUTHORISED CAPITAL\$1,500,000
SUBSCRIBED\$1,250,000
PAID-UP\$625,000
BANKERS:
LONDON JOINT STOCK BANK, LIMITED.
INTEREST ALLOWED ON CURRENT
ACCOUNTS at the rate of 3 per cent.
per annum on the Daily Balance.
ON NEW FIXED DEPOSITS:—
For 12 Months4 per cent.
" 6 "3 " "
" 3 "2 " "
DEPOSITS RENEWED ON OLD TERMS.
JOHN THURBURN,
Manager, Hongkong.
Hongkong, 2nd August, 1895. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
CAPITAL PAID-UP\$500,000
RESERVE LIABILITY OF SHAREHOLDERS\$500,000
RESERVE FUND\$325,000
INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 3 per cent. per
annum on the Daily Balance.
On Fixed Deposits for 12 months... 4 per cent.
" 6 "3 " "
" 3 "2 " "
T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 16th September, 1895. [19]

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL\$10,000,000
RESERVE FUND\$5,000,000
RESERVE LIABILITY OF PROPRIETORS\$10,000,000
COURT OF DIRECTORS:
J. KRAMER, Esq., Chairman.
A. McCONACHIE, Esq., Deputy Chairman.
Hon. J. J. Bell-Irving, Esq., S. C. Michaelson, Esq.,
G. B. Dodwell, Esq., D. R. Sassoon, Esq.,
M. D. Ezekiel, Esq., N. A. Siebs, Esq.,
R. M. Gray, Esq.
CHIEF MANAGER:
T. JACKSON, Esq.
Shanghai—J. P. WARD, Esq.,
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 3 per Cent.
per annum on the daily balance.
INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per annum.
For 6 months, 3½ per Cent. per annum.
For 12 months, 4 per Cent. per annum.
T. JACKSON,
Chief Manager.
Hongkong, 1st November, 1895. [48]

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.
INTEREST ON DEPOSITS is allowed at 3½ per
Cent. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per Cent. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON, Chief Manager.
Hongkong, 1st August, 1895. [48]

THE NATIONAL BANK OF CHINA, LIMITED.
Authorised Capital\$1,000,000
Subscribed Capital\$500,000
HEAD OFFICE—HONGKONG.
Court of Directors:
D. Gillies, Esq., Kwong Sang, Esq.,
H. Stollmeyer, Esq., Kwan Hoi Chuen, Esq.,
Chan Kiti Shan, Esq.,
CHIEF MANAGER,
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed, 5 per Cent.
Hongkong, 23rd October, 1895. [17]

Insurances.
NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.
THE Underwritten AGENTS of the above
Company are prepared to accept First
Class FOREIGN AND CHINESE RISKS at
CURRENT RATES.
SIRMSSEN & Co.
Hongkong, 28th May, 1895. [70]

GENERAL NOTICE.
THE ON TAI INSURANCE COMPANY, (LIMITED).
CAPITAL, TARI, 500,000\$33,333-33
EQUAL TO\$33,333-33
RESERVE FUND\$318,000-00
BOARD OF DIRECTORS.
LEE SING, Esq., LO YEE MOON, Esq.,
LOU TAO SHUN, Esq.,
MANAGER—HO AMEL.
MARINE RISKS ON GOODS, &c., taken
at CURRENT RATES to all parts of the
World.
HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1895. [117]


NOTICE.
THE MAN ON INSURANCE COMPANY, LIMITED.
CAPITAL SUBSCRIBED\$1,000,000
The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.
CHAU TUNG WAT,
Secretary.
HEAD OFFICE,
No. 4, QUEEN'S ROAD WEST,
Hongkong, 28th May, 1895. [120]

Intimations.
BELL'S ASBESTOS EASTERN AGENCY, LIMITED.
38, QUEEN'S ROAD CENTRAL.
Sole Eastern Agents for
SPRINTOR GRIP ARMOURD HOSE.
Sole Eastern Agents for
THE NEW WIRE WOVEN ROPE CO.
THE ALUMINUM & GENERAL FOUNDRY CO.

DAGGER PACKING
SPECIAL DAGGER PACKING
FOR HIGH PRESSURE, ROUND
OR SQUARE.
ASBESTOS PACKINGS of every description.
ASBESTOS SHEETS, MILLBOARDS, CANVAS, &c.
ASBESTOS COMPOSITION for COVERING BOILERS and STEAM PIPES.
CANVAS CORE PACKING (Tuck Form). SPECIAL ENGINE and CYLINDER OILS.
ASBESTOLINE, the most economical lubricant.
ALL GOODS BEARING TRADE MARK GUARANTEED.
W. JACKSON, Manager.
Hongkong, 26th September, 1895. [18]

MOUNT AUSTIN HOTEL.
1,400 FEET ABOVE SEA LEVEL.
TELEGRAPHIC ADDRESS, "EXCELSIOR," HONGKONG, A. B. C. Code. TELEPHONE, No. 35.
THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN QUEEN'S ROAD.
TIFFIN AT 4 P.M. DINNER AT 8 P.M.
ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in PRIVATE DINING-ROOMS.
For further Particulars apply to
THE MANAGER,
MOUNT AUSTIN HOTEL.
Hongkong, 27th July, 1895. [184]

THE CLUB HOTEL, HOTEL METROPOLE,
5, BUND, YOKOHAMA. 1, TSUKIJI, TOKYO.
FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervi-
sion of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT.
Experienced English matron in attendance.
The Hotel steam-launch with European Agent attends arrivals and departures; every
assistance given in clearing luggage and affording information. Passengers are met at the
Railway Station.
VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra
charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER
on the Premises.
Certified Guides are in attendance at both Hotels.
THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.
C. T. BENNEY, Manager, YOKOHAMA. L. DEWETTE, Manager, TOKYO. [160]

EXPLOSION IMPOSSIBLE.
JASTRAM'S PATENT GOLDEN MEDAL PETROLEUM ENGINES
OF 2 TO 12 H.P.
FOR FACTORIES AND LAUNCHES.
WORKED BY ORDINARY PETROLEUM.
Consumption of Petroleum 1 lb. per H.P. and Hour.
A Working Stationary Engine and a Launch with a 4 H.P.
Engines will be shown and full particulars be given on application.
SCHEELE & CO., HONGKONG,
SOLE AGENTS FOR THE EAST.
NO PROFESSIONAL ENGINEER REQUIRED.


MEALS
MONTHLY RATES FOR
AT H.E. HOTEL.
BREAKFAST\$1.00
DINNER\$1.50
ALL 3 MEALS\$4.50
CHRISTMAS AND NEW YEAR CARDS.
IN EVERY STYLE AND PRICE.
KELLY & WALSH, LIMITED.
Hongkong, 19th November, 1895. [19]

Intimations.
ONE THOUSAND DOLLARS.
INSURE YOUR LIFE AGAINST FATAL ACCIDENT
BY SUBSCRIBING
TO
"THE HONGKONG TELEGRAPH."
THE SCOTTISH METROPOLITAN LIFE ASSURANCE COMPANY WILL PAY
THE SUM OF
\$1,000 MEXICAN.
to the legal representative of the European holder of this COUPON in the event of his death by
Accident while he is within the confines of HONGKONG or any Treaty Ports of CHINA, or
JAPAN, or the immediate neighbourhood thereof, provided that the Name and Address of the said
holder appears in the List of European Subscribers to the
"HONGKONG TELEGRAPH."
As Entitled to the Company for the Three Months ending 31st December, 1895; that the
premiums thereon have been duly paid; that death takes place within One Month from the
occurrence of the Accident, and that notice of death, with full particulars, is sent within fourteen
days of its happening to Mr. J. Y. V. VERNON, Hongkong. It being declared that \$1,000 only
will be paid in respect of any one death.
* The premium for this Coupon is advanced by the Proprietors of The Hongkong Telegraph.
J. Y. V. VERNON,
AGENT.
Hongkong, 1st October, 1895. [1350]

THE HONGKONG BUTCHERY.
TIT BITS!!! TIT BITS!!! TIT BITS!!!
AMERICAN ROLL BUTTER \$1.00 per roll; or in PATS 200 and 400 each.
AUSTRALIAN HOG'S TONGUES 200 and 300 each.
Just arrived by the S.S. "RUSHUN."
SHANGHAI CORNED BEEF, GAME, &c., &c., &c.
Hongkong, 13th November, 1895. [1349]

CHAMPAGNES.
PAUL DOMMIER, 1889. KRUG & Co., 1889.
PAUL DOMMIER, 1887. BOLLINGER (Extra Quality).
TROY "CARTE BLANCHE" LAURENT-PERRIER (Very Dry).
TROY "CARTE D'OR," 1889. LOUIS RODERER.
PIPER HEIDSIECK, 1889. POMMERY.
LANSON, 1887 (Very Dry). COCA TONIC CHAMPAGNE.
CALDBECK, MACGREGOR & Co.
WINE and SPIRIT MERCHANTS.
15, QUEEN'S ROAD. TELEPHONE No. 75.
Hongkong, 2nd November, 1895. [939]

FOR SALE.
G. H. MUMM & Co.'s CHAMPAGNE.
In cases of 6 doz. pints\$35 per case.
do " " quarts\$35 " "
SHEWAN & Co.,
Agents.
Hongkong, 15th May, 1895. [1634]

HONGKONG FIRE INSURANCE COMPANY, LIMITED.
ADJUSTMENT OF BONUS FOR THE YEAR 1894.
SHAREHOLDERS in the above Company are requested to send in to this Office a LIST of their CONTRIBUTIONS for the year ending 31st December last, in order that the DISTRIBUTION of the PROFITS may be arranged. Returns not sent in before the 30th instant will be made up by the Company, and so CLAIMS for ADJUSTMENTS will be subsequently admitted.
JARDINE, MATHESON & Co.,
General Managers,
HONGKONG FIRE INSURANCE CO., LD.
Hongkong, 31st October, 1895. [1497]

CHINA FIRE INSURANCE COMPANY, LIMITED.
ADJUSTMENT OF BONUS FOR THE YEAR 1894.
CONTRIBUTORS of PREMIA are hereby requested to send in to this Office a LIST of their CONTRIBUTIONS for the year ending 31st December last, in order that the proportion of PROFIT for that year to be PAID as BONUS may be arranged. Returns not sent in before the 30th instant will be made up by the Company, and no subsequent CLAIMS or ALTERATIONS will be allowed.
By Order of the Directors,
JAB. B. COUGHTRIE,
Secretary.
Hongkong, 1st November, 1895. [1503]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.
NOTICE TO SHAREHOLDERS.
A FINAL BONUS of SIX PER CENT. on CONTRIBUTIONS and a Dividend of TWENTY DOLLARS per Share for the year 1894, will be PAYABLE on THURSDAY, the 31st instant.
WARRANTS may be had on application at the Office of the Society, so and after that date.
By Order of the Board,
N. J. EDE,
Secretary.
Hongkong, 19th October, 1895. [1453]

Intimations.
PRELIMINARY ADVERTISEMENT.
A NEWSPAPER
WILL BE PUBLISHED VERY SOON,
TO BE CALLED
HUMPHREYS' CLOCK.
JOHN D. HUMPHREYS & SON.
Hongkong, 27th November, 1895. [1639]
MESNY'S CHINESE MISCELLANY.
A TEXT BOOK ON CHINA and the CHINESE. Published at SHANGHAI, in Weekly Numbers. First Number issued 26th September, 1895; Full Index will be issued, free to Subscribers, every Six Months.
PRICE OF MISCELLANY.
One Year, 1 Copy\$20.00
Six Months, 1 Copy\$11.00
Postage to all Postal Union Countries ...\$ 3.00
N.B.—Subscribers who send Cash with Order before 31st December, 1895, will get the work at Half-price, i.e. 1 Copy, 1 Year, \$10; 1 Copy, 6 Months, \$5.00. Postage extra. Specimen Number, Mail free, to any address in Postal Union for 50 Cents, or for 1s. 3d. (1/3) worth of Unused Post Stamps of any Country.
Orders may be sent through any Bookseller, or direct to
THE EDITOR,
MESNY'S CHINESE MISCELLANY,
No. 2, The Bund,
Shanghai.
Shanghai, 22nd November, 1905. [1635]

"KIM ENG ONG."
NARCISSEUS, OR CHINESE
"SACRED LILY," BULL DEALERS, AMOY.
(Established upwards of 40 Years.)
IN view of the facts that certain ill-disposed Persons are inclined to IMITATE or USE our Firm's TRADE MARK or CHOP, notice is hereby given that any Person or Persons discovered using our said TRADE MARK or CHOP, will be rigorously prosecuted before competent Tribunals.
KIM ENG ONG.
Amoy, 2nd November, 1895. [1631]

JUST LANDED EX S.S. "TSINAN."
AUSTRALIAN PINE APPLE BRAND
best HAMS at 4s. 6d. per 1 lb.
AUSTRALIAN best STEAKY BACON
at 4s. 6d. per 1 lb.
AUSTRALIAN ICEBERG BRAND BUTTER
at 6s. 2d. per 1 lb.
SPECIAL QUOTATION FOR QUANTITIES.
5% Discount for Cash.
H. RUTONJEE,
Sole Agent for the above Brands,
No. 15, D'Arny Street.
[1637]

LEVY HERMANOS.
AND AT
SHANGHAI, MANILA, ILOILO AND PARIS:
JEWELLERY, DIAMONDS, WATCHES,
CHRONOMETER & CLOCKMAKERS,
GENERAL IMPORT & EXPORT.
10, QUEEN'S ROAD CENTRAL,
Opposite the Telegraph Office.
[1637]

HONGKONG TIMBER YARD, WANCHAI.
OREGON PINE SPARS and LUMBER
Always on Hand.
L. WALLORY.
Hongkong, 24th June, 1895. [86]

Auctions.
PUBLIC AUCTION
OF
CHINESE PORCELAINS,
SILK EMBROIDERIES AND CURIOS.
THE Underigned has received instructions to Sell by
PUBLIC AUCTION,
ON
SATURDAY, the 30th November, 1895,
commencing at 2.30 P.M.,
at his Sale Rooms, DUNDRELL STREET,
(Just arrived from the North.)
A FINE COLLECTION OF
CHINESE PORCELAINS, &c.,
Comprising—
VASES, JARS, CUPS, BOWLS, PLATES,
&c., in FIVE COLOURS, BLUE and WHITE,
SANG DE BEUPE, HAWTHORN DECORA-
TIONS, IMPERIAL YELLOW, EGG-SHELL,
&c., &c., from the MING DYNASTY, the
REIGNS of KANGHI, YUNGCHING, K'UNG-
LUNG to MODERN PERIODS.
PEKING SNUFF-BOTTLES, CARVINGS
AND CURIOS.
A LARGE LOT OF
PEKING SILK EMBROIDERIES
of every Description.
&c., &c.,
Catalogues issued prior to Sale. On View
from FRIDAY, the 29th November, 1895.
TERMS OF SALE—As customary.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 25th November, 1895. [1622]

PUBLIC AUCTION.
THE Underigned has received instructions to Sell by
PUBLIC AUCTION,
MONDAY, the 6th December, 1895,
AT 11 O'CLOCK A.M.,
on Board,
(For Account of whom it may Concern),
THE AMERICAN SHIP
"WANDERING JEW"
of 1,650 Tons Register,
as she now lies in this Harbour,
The HULL, with MASTS, SPARS, YARDS
and RIGGING, with ONE ANCHOR
and CABLE, will be sold in One Lot.
The SAILS, RUNNING GEAR, REMAINING
ANCHORS and CABLES, BOATS, SPARE
STORES, PROVISIONS, &c., &c., will be sold
in Separate Lots.
TERMS OF SALE—One third of the Purchase
Money for the HULL to be paid after fall of
Hammer, the remainder on transfer; the Vessel
to be at Purchaser's Risk immediately after being
knocked down. Cash on delivery for remaining
Lots.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 27th November, 1895. [1640]

IMPORTANT OPIUM CASE.

A MASTER'S LIABILITY.

At the Magistracy this afternoon, before Mr. T. Sercombe Smith, Police Magistrate, Robert Unsworth, the master of the British steamship *Kongwa*, was charged with unlawfully using his vessel for the purpose of conveying opium, contrary to the *Prohibited Opium Ordinance*.

Mr. H. L. Dennis appeared for the prosecution and Mr. H. E. Pollock for the defendant.

After some little discussion as to the form of the charge, which was finally stated in the above form.

Mr. Dennis said:—The facts of the case, as I shall prove, are substantially these: On the 28th of October, the consequence of information having been received by Police Constable Langley and a party of excise officers went on board the steamer *Kongwa*, a Scottish Oriental steamer trading between Swatow and Bangkok, and went into the cabin of the chief officer. They removed some panelling which was newly palated, after being screwed in place, but there they found nothing but traces of opium, i.e., paper, etc. They then went to the cabin of the second officer, and from behind a sliding panel they found a box containing opium, which was taken to the chief officer's room, where two tins of prepared opium, containing 100 lbs. weight of opium each, in the adjoining room, which runs across the ship from the port to the starboard alleyway, and is used as a mess-room by the officers, they found similar panelling in three places: in one place they found 23 tins, in another place 25 tins and in another place 2 tins of prepared opium, each containing 100 lbs. weight of opium.

Mr. Dennis submitted that when these facts were proved the case was made out, under section 33 of Ordinance 21 of 1891, which reads "If any ship shall be used for the importation, landing, moving or conveying of any opium in contravention of this Ordinance, the owners, master or agents thereof shall be liable to a penalty not exceeding one thousand dollars." Proof of the opium being there was sufficient, unless the master could prove that it was not there with the connivance of any of the ship's officers, crew, or servants, and counsel submitted that from the nature of the places where the opium was found this would be impossible to prove.

The evidence of P.C. Langley, who made the search, was then heard. He testified to the facts as set out in the opening statement. The search and seizure was likewise explained by a Chinese excise-officer. An opium tester from the Farmer stated that the opium was not prepared at the opium Farm here. It was admitted by counsel that Captain Unsworth was master of the steamer *Kongwa*, and that vessel was more than 60 tons burden.

Mr. Dennis asked for a severe penalty, as these ships were constantly running into this port, and as the evidence of the seizure showed, these ships must have been used for this purpose. The object of the Ordinance was to prevent smuggling of opium, and that was put in so that in case one could be found to claim the opium, the master of the ship could be held liable. For this reason he asked for the full fine and the forfeiture of the opium.

Mr. Pollock held that there was no evidence to show that Capt. Unsworth knew of the opium being there, or that he used the ship for the conveyance of the opium. After reviewing all the points of the case and the provisions of the Ordinance, he concluded that the case was not evidence to prove that the Captain was using the ship for the "conveyance of opium against the provisions of the Ordinance" and therefore he asked that the case against the master be dismissed.

His Worship I have very little doubt in my own mind what my decision will be, but considering the importance of the case I prefer to take over it. I will reserve judgment and let you know when I will deliver it.

A charge against the second officer, of being in possession of two tins of prepared opium, and having them concealed in his cabin, contrary to section 3 of the Ordinance, was then gone into. The same evidence was heard, and in this case also judgment was reserved.

THE SECOND WOOSUNG RAILWAY.

Shanghai, November 22nd.

The oft-repeated rumors about railway construction in our neighborhood at last appear to be taking some definite shape, and it looks as if the Chinese officials meant to try to keep such undertakings in their own hands. Those who believe that China is awakening will find some consolation in the fact that the Chinese Government has deliberately proposed to relay the Woosung railway, which they tore up and destroyed ten years ago. When the foreigners who constructed that short-lived line first began their work, older residents will remember the fierce opposition raised there to the grounds of the outraged *yangshu* and the desecrated graves of the dead forefathers of the country-people. Now, happily, all that is changed, and *yangshu* as a potent factor of opposition to all innovation seems to have almost entirely lost its efficacy. Indeed we rarely hear the word now-a-days. Once the officials determine to do anything, the usual suppers of all foreign schemers take wing forthwith, and if it does not, a liberal and stimulating treatment with the bamboo effects a speedy change in the minds of the people who raise up the time-worn supernatural bogie. It is therefore tolerably certain that the official promoters of the proposed Woosung railway will find none of the opposition from the gentry and country people along the road, which they can fight off with impunity, and encounter, but it will be quite another matter if the mandarin constructors and managers will work the line, now being surveyed, with success.

Hitherto the lines constructed in the north and in Formosa have been pre-eminently unfortunate, ruinously expensive and miserably worked. Indeed there is little doubt that the North China railway would take the prize for being the worst, the most unproductive, reactions, badly kept line in the universe, and owing to the antique pattern of its rolling stock it is, considering its vast field—one of the most expensive and least efficient in the transport of cargo. This is simply because it is an official undertaking, controlled by mandarin cliques, who run it as they like without consulting their foreign staff. Chiaoansen can no more run railways than they can fight tigers and manage armies in the field. It is to be hoped that the Viceroys Chang Chi-tung, who has the short run railway in hand, will now avoid the mistakes of his colleagues in the north and the even worse blunders and waste in Formosa. If he takes our advice he will at once abandon the idea of doing the work himself, or by deputy through officials still more ignorant of such matters, but give it into the hands of some competent foreign engineer, who will be able to figure out to a fraction the entire cost of building, and equipping and working the line.

We are told that the Viceroy has appointed an officer named Shen Tong-woo to make a survey of the country between Shoa and Woosung, through the districts of Keatling, Chingpo, Kungang, Shiyang, etc., and that he is to start from Woosung to-day or to-morrow accompanied by an officer from the Shanghai *kye*. Whether this survey will lead to anything definite in the immediate future we cannot say, but that it has been undertaken at all shows that in this part of China at least the officials are

thinking of reforms. Still, however we may rejoice at the symptom of awakening intelligence, we cannot help recalling the dismal failures which Chang has made of his former great schemes in Central China, all of which go to make us doubtful of his success in a nearer field.—*China Gazette*.

THE NICARAGUA AND PANAMA CANALS.

A special meeting of the Incorporated Chamber of Commerce of Liverpool was held at Liverpool in the early part of last month, when Mr. A. R. Colquhoun, M.L.C., delivered an address on "The Prospects of the Nicaragua Canal." Mr. Charles W. Arthur presided. The chairman stated that Mr. Colquhoun had just returned from a special mission on which he had been sent by the *Times* to Central America to inquire into the respective merits of the Panama and Nicaragua Canals. Mr. Colquhoun stated that of all the schemes for inter-oceanic communication the Nicaragua Canal was the only one at present in practical existence. The Panama scheme was, he said, *in extremis*. The Nicaragua Canal Company was formed a few years ago, and in 1893 the financial panic in the United States stopped the work. The Company then wanted money and applied to the United States Government, and there was now a Bill which had passed the Senate by which the United States Government would give a guarantee on the whole work, and retain an interest of seven-eighths of the whole stock, and amongst other things, have the right of appointing ten directors out of fifteen. That Bill would go before the House of Representatives early in the next Congress and probably pass. The Canal being then under the control of the United States, it was, he said, most important that this country should see that the waterway was neutral.

The Nicaragua Canal was, Mr. Colquhoun said, indisputably the very best of the inter-oceanic projects in Central America. It was immensely favoured by nature: by utilizing the huge inland sea of Lake Nicaragua and the river San Juan, the distance between the Atlantic and Pacific, 160 miles, was covered by making an artificial canal of only about 16 miles. The passage of the Canal was estimated to occupy 20 hours. The cost was put down at \$100,000,000, but he considered that estimate too low, and was of opinion that 20 millions would be nearer the mark. He calculated that about the year 1905, assuming that the Canal would be commenced next year, there would be seven million tons of goods passing through it. An effect of the Canal would be increased facilities of trade with South-western China, which offered the finest possible market for English goods. He believed that the Canal would render greater service to the new world than the Suez Canal does to the old; that it will bring Japan, China, Australia, and part of Malaysia nearer to the Atlantic cities of the United States than they are now to England; that it would benefit America in an infinitely greater degree than it would Europe, which would only use the Canal for trade to the Pacific littoral and the South Sea Islands; and that it would stimulate the shipping trade and develop the naval power of the United States.

The Canal, Mr. Colquhoun stated, would enable America to offer the most serious rivalry to Britain's commercial supremacy that she has yet encountered. A special meeting of the Chamber was afterwards held, when Mr. Colquhoun gave an address on Indo-China. Referring to the preceding statement by Mr. Colquhoun that the Panama scheme is *in extremis*, a different story is told by Sir Henry W. Tyler in a letter to the *Times* from Panama. Sir Henry says that the original proposal has been abandoned and that it is at present proposed to construct two large dams, one on the rock, 570 yards long and 165 yards wide at the base, and 25 yards high, across the Upper Chagres river before the Obispo runs into it, and the second, with rock sides, 473 yards long, 220 yards wide at the base, and 27 yards high, across the bed of the Lower Chagres river after it is joined by the Obispo. Two large lakes are thus to be formed, the upper lake for supplying the higher and especially the southern portions of the Canal with water, and the lower lake mainly for purposes of the Canal navigation. There are to be ten locks so as to enable the Canal to surmount a summit of 160 feet above sea level. The object of these altered proposals is to employ the waters of the Chagres river as a useful ally in providing water at all seasons for a Canal passing over a higher level, in place of attempting to divert its channel. Sir Henry says that there does not seem to be any insuperable difficulty in doing this, all that is required being six years of time and \$20,000,000 sterling. Fifteen miles of the Canal from the Atlantic end at Colon and four miles from the Pacific at Panama are practically complete, except that some additional dredging will be required, the depth on the Colon section, it is stated, varying from 23 to 28 feet, except at a bar formed near the Atlantic mouth at Mindi. Sir Henry Tyler is convinced that if the present proposals are carried out the work can be made a success, and the estimate of \$20,000,000, he says, appears to be a fair one. He adds that the financial combinations connected with the new Company in France are no doubt sufficiently powerful to provide the necessary funds if they are convinced that the work can be completed for such a sum.—*Fairplay*.

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As the *Westminster Gazette* remarks, some of the American papers after the recent yacht races were funny reading. For head-lines introducing the report of the result of the contest, the *Florida Times-Union* published at Jacksonville, would be hard to beat:

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VALKYRIE II, VAMPOSED.

THE NAVAL WARFARE OF THE FUTURE.

AN IMAGINARY PICTURE OF A GREAT SEA-FIGHT.

In *Longman's Magazine* Mr. James Eastwick concludes his splendid description of the naval battle of the future, which, he holds, will be decided by the introduction of the automatic gun, and how the battle would be fought. He continues the narrative in the October number, and makes the *Centurion* smash, single-handed, a French squadron of three ironclads and one cruiser. The story is full of passages of vivid vigor. It quotes the following passage of how the *Centurion*—in her death throes made a triumphant effort against two French ironclads, the *Charlemagne* and the *Jaurguet*.

The rapid firing of the *Centurion* had smashed up the *Jaurguet*, that the French Admiral's last chance was to ram and go down with his adversary. At the same time the *Charlemagne*, which had been very severely maimed, steamed down on the British ship from the starboard. The writer is on the *Centurion* in charge of the guns in one of the turrets, watching the onrush of the *Jaurguet*. He says:

AN ATTEMPT TO RAM.

The other was drawing up at full speed. Every second we were ready again waiting for the point of her ram lifting amid the foam round her bows as she rose on the swell. She was but five cables off. We laid fast on that advancing ram and began to fire. Loud along our decks rang the cry, "Ready away, borders!" A torpedo or two from the enemy flashed away somewhere, or at least I was told so afterwards—at the moment I had neither eyes nor ears for anything but that sharp-rattle. Through the blinding rain and spray, through the incessant flame from the great muzzles in front of me, I watched it draw nearer and nearer, the white smother around her now flying before the gale, now leaping up in columns of spray and smoke from our bursting shells; would she touch us or not? Now she was within three cables; she lifted her foremast clear out of the water as she rose on a giant billow, and as she lifted I saw two shots strike just by the point of her ram. She dipped on the instant, and as quick as thought she was ready again waiting for her to rise on another wave, but now she altered and swerved, and then she seemed to rise higher than before. Crash went our shells into that rising bow, and still it faltered and rose; then I saw what was happening, and asked leave through the telephone to cease firing on the sinking ship. Answer there was none, but the howling of the wind and sea, and the shrill rattling of the machine guns in the foretop of the sinking foe. Now she swung round head to sea, and nearly broadside on, short cable's length off, heeling heavily over towards us, and raising her bows high in the air. We could see her crew crowding her shattered decks, and tumbling in heaps into her scuppers; and as we tossed on the seas we seemed to look right down into the black vortex closing round her. There was a roar as of bursting boilers; a murky torrent of water and ashes spouted up through her funnels; then she rolled over her in an angry swirl, and the great ship was gone.

We were rolling on the edge of that swirl in a way that threatened to have the sun off our sides. I was wincing out to secure them with the electric brakes when a voice shouted, "Look out, sir, she's right aboard us!" I turn at the word, and sure enough, through the driving acid, close on our starboard loomed the huge shadow of the *Charlemagne*.

THE TORPEDO.

"Hard over," continue the firing," was the word. Alas! it was easily said, but as for the ship she was like a log, and what a time it seemed before the guns came round! At last we got our round, and all four swept her point blank almost at the same minute. She swerved and faltered; again the roar of the great guns and the crash and rattle of the bullet shells thundered out together. There was a shock and a hollow boom somewhere near our bows, and a great column of water spouted up, flooding every high forward. Again the great guns roared; there was another shock, this time astern, and another waterspout all speckled with splinters and pieces of plating; then somehow or other the two ships fell on board each other, broadside on.

In another minute every man that could move was on her deck. It was a terrible sight, the rush and that was all, for every living thing on her seemed to have been slain or stunned by the terrible blast of our point-blank broadsides. The two ships were fast to each other, thumping and grinding together at every roll, and swaying about in a fashion that might make both of them 'branch to' at any moment. I tried to find some steering gear on board the prize; the only thing that I could discover was the axle of the bulwark and the screw from which a wheel had been blown away, while close by lay a mangled figure in the uniform of a rear-Admiral of France.

AFTER THE BATTLE.

The havoc wrought by the shells was terrible. The *Charlemagne* had no sooner been boarded and captured than it was discovered that the *Centurion* was fast sinking. She had been smashed by torpedoes stern and stem, and in a few minutes she went to the bottom. The *Charlemagne* was hardly in better plight, and it was with great difficulty that she was patched up so as to keep afloat until she reached Gibraltar.

The first thing to be done was to find some means of controlling her helm; clearly the steering-gear on deck was past hope, so I went below, into a state of things which surpassed my wildest dreams. Not a gun was left serviceable; between the rain and the smoke of her own broadsides into every shape, into which a high explosive can twist and shatter human flesh and bone; her main and battery decks were smashed into great holes, under the beams being wrenched and twisted; her sides were in some places rent, in others blown away altogether; and though her bells seemed fairly whole, her protective deck was cut through in many places by the heads or splinters of shell. Through her torn sides the heavy seas were flooding her every moment, and great masses of water were finding their way into her hold.

I cannot, of course, express any opinion as to the merits or possibilities of Mr. Eastwick's new *Centurion* with its automatic guns fired from below the water-line. There is no doubt, however, that he has given a very vivid picture of what at any moment may become a ghastly reality.

WHAT NAVAL WARFARE IS EVEN NOW.

Blackwood's Magazine published a description of "The Battle of Yalu," which may be read as a complement to the imaginary account of the battle of the future. The correspondent says that the Chinese artillery fire was very bad. As for the Chinese guns, there were only three heavy shells on board the whole Chinese fleet when it went into action, and only fourteen smaller shells to each gun. Of the three heavy shells, two were fired away by the Chinese gunners without result; the third was fired by Krupp's officer, Heckmann, at the Japanese flagship, which sailed and wounded forty-six men. Japanese fire was centered on the torpedo boats, which in future will have to be put below water. The advantage of smokeless powder has been the lesson of the night. It had not been for the foreigners on board the Chinese ships, and especially von Hanneken, there would have been no fight at all! Yet the men, especially the

Northern men, were intelligent, trustworthy, and one of them at least—a torpedo gunner, who went into the torpedo room when the ship was on fire and undid the charged heads on the fired torpedoes, carrying them out of danger at the risk of his life—some show they are capable of doing anything if they are properly led.—*Review of Reviews*.

LEGAL INTELLIGENCE.

SUPREME COURT.

SUMMARY JURISDICTION.

(Before His Honour Mr. Justice Williams.)

The following is the Hearing Paper for the 10th November in the Hearing Paper for Friday, November 28th.

2001—To U Chan v. Lo Kwal Shang... 17.00
2002—Cheung Fung v. M. S. Ricco... 6.45
2003—The Wing Tak Firm v. Wong Li Sam... 854.00
2004—Kwan Tai v. Danenberg & Co... 720.40
2005—Lai Tong v. Lam Tan Chia & another... 125.00
2006—C. G. Clevery v. Danenberg & Co... 180.00
2007—Cheong Tin Hing v. An U alias Wo Hin Lat... 239.58
2008—The H.K. Printing Press v. Danenberg & Co... 71.25
2009—Wing Cheung Long v. Ching Yuet Tin... 260.61
2010—Lung Shun Ting v. A. Chaves... 126.00
2011—Cheung Kuan Yau v. The H. K. Brick & Cement Co... 20.50
2012—Lai On v. The Wing Fung Lung... 11.97
2013—The Colonial Treasurer v. Chan Ngan... 11.17
2014—The Colonial Treasurer v. Chan Shing... 16.43
2015—The Colonial Treasurer v. Wong Kam... 39.77
2016—Sunder Singh v. L. L. da Cruz & another... 60.00
2017—Kaiser Singh v. N.W.B. Pilonato... 35.00
2018—Sung Sit Chiu v. Wong Sit & anr... 47.52
2019—Wong Chee San v. Chang Fok Hing & another... 15.83
2020—The Colonial Treasurer v. Fung Kam... 4.88
2021—Man Fok v. Yiu Ying... 49.02

POLICE COURT.

Twenty-nine coolies were charged this morning with being abroad without passes. One man known to the police was fined \$3, others with no excuse were fined \$1 each, and evidently innocent breaches of the Ordinance were punished with only 50 cents fine. Tea hawkers who committed breaches of the Markets Regulations were subjected to fine. For petty larceny one man's imprisonment was given in two cases, and for theft of a silver watch four months was the period. Two sets of chair coolies were fined \$2 each for raking at passengers.

SHIPPING AND MAIL NEWS.

MAILS DUE:

French (*Ozau*) to-morrow.
Indian (*Chalybe*) to-morrow.
English (*Rosslyn*) to-morrow.
American (*Extradite*) to-morrow.
Canadian (*Empress of Japan*) 4th prox.
American (*Perru*) 8th prox.

The Canadian Pacific Railway Co.'s steamship *Empress of Japan* arrived at Nagasaki at 7 a.m. to-day, and left that port at 4 p.m. for Hongkong, via Shanghai.

The China Mutual S. N. Co.'s steamer *Ningchow*, from Glasgow, Manchester and Liverpool, passed the Canal this morning, and may be considered due at Penang on or about the 16th prox., and at Hongkong on or about the 26th inst.

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.

Nanchang... from Tientsin.
Halong... from Coast Ports.
Halong... from Canton.
Yokohama... from Amoy, etc.
Halong... from Amoy, etc.
Cosmopol... from Hongkong.

DEPARTURES.

Active... to Hongkong.
Cassius... to Canton.
Cassius... to Amoy, etc.
Frammes... to Yokohama.
Benlomond... to Singapore.
Glasgow... to Singapore.

Aggregating 5,582 tons register.

Aggregating 5,582 tons register.

The British steamship *Yihong* left Swatow on the 27th instant. From Swatow to port had light north-east monsoon and overcast weather.

The British steamship *Nanchang* left Tientsin, and Chefoo on the 22nd instant, and had fine weather and moderate variable winds throughout.

The British steamship *Canton* left Shanghai on the 24th instant, and had light north-east monsoon and overcast cloudy weather throughout the voyage.

The British steamship *Halong* left Foochow on the 26th instant, and Amoy on the 27th, and had light variable winds and overcast weather throughout. In Foochow the American man-of-war *Concord*, H. M. S. *Archer*, and the steamships *Onyiah* and *Kwong-mo*. In Amoy the German man-of-war *Kaiser* and *Arcona*, and the steamship *Hongkong*.

The British steamship *Halong* left Tamsui on the 25th instant, and had light northerly breeze and smooth sea; at midnight wind increasing and hauling to eastward, and fine clear weather throughout to Amoy. Left Amoy on the 26th, and had light changeable winds and smooth sea, with dull overcast weather and occasional rain all the way to Swatow. Left Swatow on the 27th, and had dull rainy weather to Chalong Point; thence to port had fine, clear weather.

In Tamsui the steamships *Formosa*, *Clara* and *Kwong-mo*. In Amoy the steamships *Nansa*, *Thales*, *Zwenn*, *Kongoff*, and the German man-of-war *Kaiser* and *Arcona*. In Swatow the steamships *Halong*, *Yihong*, *Canton*, *Taiyang* and *Chowfay*.

HONGKONG AND WHAMPOA DOCK RETURNS.

Halong... in Kowloon Dock.
Macao... in Kowloon Dock.
Fram... in Kowloon Dock.
Bryndall... in Kowloon Dock.
Fram... in Kowloon Dock.
Bryndall... in Kowloon Dock.
Fram... in Kowloon Dock.
Bryndall... in Kowloon Dock.

The three Russian cruisers said to be bound for the Far East are about certain to be three of the following, all of which have, says the *Star*, *Pravda*, been named as about to come to the Pacific station.

Calcutta, 11,000 tons, 1st class, 16,180 h.p.; 11,000 tons, 1st class, 16,180 h.p.

Calcutta, 11,000 tons, 1st class, 16,180 h.p.; 11,000 tons, 1st class, 16,180 h.p.

Calcutta, 11,000 tons, 1st class, 16,180 h.p.; 11,000 tons, 1st class, 16,180 h.p.

Calcutta, 11,000 tons, 1st class, 16,180 h.p.; 11,000 tons, 1st class, 16,180 h.p.

capacity; armament 6 12-inch (57 tons), 7 6-in., 8 6-pdr. Q.R., and 6 machine guns.

(Nearly equal to *Centurion*.)

Clash-Villy (No. 1), barbed ship, 8,800 tons; armament 4 12-in. guns, 6 6-in., 12 47-mm. Q.R., 4 37-mm. dc., and 2 machine guns.

(More than equal to *Edgar*.)

Gangoot, turret ship, 6,500 tons; 8,300 h.p.; 12 7-knots; 12 12-in., 10 6-pdr. (Much more heavily armed and bigger than *Undaunted*.)

Rurik, armoured cruiser (1st class), 10,900 tons; 13,350 h.p.; 18 knots; 2,000 tons coal capacity; armament, 4 12-in., 16 6-in. Q.R., 18 small 7-in. and machine guns.

(Quite equal to or better than *Centurion*.)

HANKOW AUTUMN RACE MEETING.

Stewards—R. B. Moorhead, Esq., N. J. Molokoff, Esq., M. S. Overin, Esq., S. A. Pecharoff, Esq., Alex. Price, Esq., Frank Smith, Esq., P. L. Warren, Esq.
Hon. Sec. & Treasurer—F. Huchling, Esq.

SECOND DAY—FRIDAY, 15TH NOVEMBER.

THE HANKOW ST. LEGER, a sweepstakes of Tls. 50 each with Tls. 50 added; first pony to receive 75 per cent., second pony 15 per cent.; for 12 hands and increase of 3 lbs. for each inch over; to be ridden by members of the Race Club and Naval and Army Officers only; entrance Tls. 5 to go to second pony.

Donatall... 1
Mystery... 2
Kochum... 3

LADIES PURSE, presented by the ladies of Hankow; for all ponies; weight 10st. 10lbs. for 12 hands and increase of 3 lbs. for each inch over; to be ridden by members of the Race Club and Naval and Army Officers only; entrance Tls. 5 to go to second pony.

Only 1 race.

Uly (Tokmakoff)... 1
Shaloon... 2
Off Side... 3

HANKOW CUP, presented, value—; for griffins; weight for inches as per scale; winners 7lbs. extra; entrance Tls. 5. One mile and a quarter.

Essongol... 1
Torpedo... 2
No third.

VISITORS' CUP, value Tls. 100; presented by visitors to Hankow; for griffins; weight for inches as per scale; winner of one race 7lbs. extra; winner of any two races 10lbs. extra; first pony 75 per cent.; second pony 25 per cent.; entrance Tls. 5. One mile.

Kepier... 1
Tyhaver... 2
Ediger... 3

CONSOLATION STAKES, value Tls. 100; for all ponies that have run at this meeting and not won a race and have been entered otherwise than in Racing Stakes; weight for inches as per scale; entrance Tls. 5. Once round.

Off Side... 1
Iroquois... 2
The Rat... 3

CHAMPION SWEEPSTAKES, a forced entry for, and open only to winners at this meeting, optional for the winner of the Consolation Stakes; weight for inches as per scale; each pony entered to pay 10 per cent. of the value of the stakes and Tls. 10 for Caps won at this meeting with Tls. 50 added from the fund. One mile and a quarter.

Donatall... 1
Salomara... 2
Kepier... 3

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites is especially adapted for all conditions when the tissues are wasting away from inability to digest and assimilate ordinary food. The combined virtues of Cod Liver Oil and Hypophosphites produce a marked effect in such cases. They restore the wasted tissues, create an appetite, make new blood, heal the inflammation of the throat and lungs, and increase the flesh. In short they form the finest combined food and medicine that can be given the world. Any Chemist can supply it.—Sole Agents for Hongkong, and the Empire of China—Watkins & Co., Hongkong.—*Adm.*

TO BE LET.

TO LET.

DWELLING HOUSES—

HOUSES IN RIFON TERRACE.

FIRST FLOOR OF No. 2, BLUE BUILDINGS.

FIRST FLOOR No. 7, PRAYA CENTRAL, lately occupied by Messrs. HOLLIDAY, WILK & Co.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.

Hongkong, 14th November, 1895.

TO LET.

LARGE GODOWN on KOWLOON PRAYA suitable for the storage of GENERAL CARGO or COAL.

Apply to LINSTED & DAVIS.

Hongkong, 31st October, 1895.

TO LET.

No. 3, MOUNT GOUGH, at the PEAK, Furnished—From November 15th till April next.

Apply to DAVID SASSOON, SONS & Co.

Hongkong, 29th October, 1895.

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or members of the Crews of the following Vessels during their stay in Hongkong Harbour—

ARROY, Brit. str., Capt. Duncan—Doddwell, Carilli & Co.

ARRATON APCAR, Brit. str., Capt. Hansen—D. Sassoon, Sons & Co.

BREITENBERG, Brit. str., Capt. McIntosh—Gibb, Inglis & Co.

CHITAGONG, Brit. str., Capt. Davy—Shewan & Co.

ENKORHORN, Brit. str., Capt. Skimmis—Standard Oil Co.

JACOB CHRISTENSEN, Norw. str., Capt. Hansen—Order.

JOHN E. KELLY, Amer. ship, Capt. Chapman—Ansholt, Kurlberg & Co.

MAJESTIC, Brit. str., Capt. Ross—Bradley & Co.

SEIKWY, Brit. ship, Capt. Cross—Order.

SWATOW, Ger. str., Capt. Brown—Shewan & Co.

TO LET.

No. 3, MOUNT GOUGH, at the PEAK, Furnished—From November 15th till April next.

Apply to DAVID SASSOON, SONS & Co.

Hongkong, 29th October, 1895.

NOTICE.

NOT RESPONSIBLE FOR DEBTS

Hotels.

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent views of the Harbour and mainland of China.

SPECIAL WINTER RATES.

(FROM 1ST NOVEMBER TO 31ST MARCH)

One person, per day \$3 to \$3.50
One person, per week 20.00
One person, per month 60.00
Married couple (occupying one room) per day 5.00
Married couple (occupying one room) per month 110.00
Married couple (occupying two rooms) per month 120.00 to 130.00
Extra Bed Room, per month 20.00
Extra Bed Room, per day 1.50
For further particulars apply to THE MANAGER, New Victoria Hotel, 117, Queen's Road Central, Hongkong, 10th October, 1895. [117]

FUJIYA HOTEL.

MIYANOSHITA, HAKONE.

Four and a half hours from Yokohama.

FIRST-CLASS ACCOMMODATION.

NATURAL HOT SPRINGS.

THE ELECTRIC LIGHT IN ALL THE BUILDINGS.

TWO ENGLISH BILLIARD TABLES.

EXCELLENT CUISINE.

S. N. YAMAGUCHI, Proprietor.

1061.

THOMAS' GRILL ROOMS.

No. 2, QUEEN'S ROAD CENTRAL.

I AM happy to inform my PATRONS that in connection with the GRILL ROOM, I have secured the 1st FLOOR recently occupied by the CHINA FIRE INSURANCE COMPANY (above the present GRILL ROOM) and have fitted it up for

LADIES DINING ROOMS,

with all conveniences attached. I am also now prepared to serve

DINNERS, TIFFINS AND SUPPERS

to Parties when Ordered distinct from the ordinary GRILL ROOM.

DAILY NEWSPAPERS AND PERIODICALS.

Hongkong, 30th April, 1895. [158]

MACAO. THE MACAO.

BOA VISTA HOTEL.

FIRST-CLASS ACCOMMODATION.

EXCELLENT TABLE.

For terms, &c., apply to THE MANAGER.

Telegraphic Address: "BOA VISTA," Macao.

Hongkong, 19th November, 1895. [1512]

WINDSOR HOTEL,

HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CON-NAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM, Proprietor & Manager.

Hongkong, 3rd April, 1895. [420]

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR CEBU.

THE Steamship

"NANCHANG,"

Captain Finlayson, will be despatched on TUESDAY, the 3rd December.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th November, 1895. [1620]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE,"

Captain McArthur, will be despatched for the above Ports on SATURDAY, the 7th December, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions throughout the voyage.

A Stewardess and a duly qualified Surgeon are carried.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Managers.

Hongkong, 25th November, 1895. [1631]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOERABAYA.

THE Steamship

"FOOCHOW,"

will be despatched on SATURDAY, the 7th December.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 22nd November, 1895. [1613]

FOR NEW YORK AND NEW ORLEANS, VIA SUEZ CANAL.

THE Steamship

"TEVIOTDALE,"

Captain Gordon, shortly expected, will load here for the above Ports, and will have quick despatch.

For Freight, apply to SHEWAN & Co.

Hongkong, 4th November, 1895. [1118]

Intimations.

THE KEY-NOTE STRUCK

BY

WATKINS

TOP NOTE PRODUCERS.

(VOCAL LOZENGE.)

AND

BALSAMIC COUGH LINCTUS.

CURES COUGHS AND COLDS.

WATKINS & CO.

APOTHECARIES' HALL, 65, Queen's Road Central.

Shipping.

STEAMERS.



NIPPON YUSEN KAISHA.

FOR KOBE AND YOKOHAMA.

THE Steamship

"AZAMOR,"

Captain H. Nichols, will be despatched as above on SATURDAY, the 30th instant, at Noon.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.

Hongkong, 27th November, 1895. [1641]

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

THE Steamship

"MEMNON,"

Captain B. Branch, will be despatched on SATURDAY, the 30th instant, at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th November, 1895. [1633]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATON APCAR,"

Captain J. E. Hansen, will be despatched for the above Ports on SATURDAY, the 30th instant, at 3 P.M., and not as previously advertised.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 27th November, 1895. [1602]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ESMERALDA,"

Captain G. A. Taylor, will be despatched for the above Ports on SATURDAY, the 30th instant, at 4 P.M.

This Steamer has Superior Accommodation for Passengers, and is fitted with the Electric Light.

For Freight or Passage, apply to SHEWAN & Co., General Managers.

Hongkong, 27th November, 1895. [1640]

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"BENLAWERS,"

Captain Webster, will be despatched as above on or about the 7th December.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 26th November, 1895. [1635]

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Company's Steamship

"EUPLECTELA,"

Captain F. Morris, will be despatched as above on or about the 7th December.

For Freight or Passage, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 26th November, 1895. [1533]

FOR BATAVIA, SOERABAYA, SAMARANG, VIA SINGAPORE.

THE Steamship

"TETARTOS,"

Captain Dine, will be despatched for the above Ports on SUNDAY, the 8th December, at 4 P.M.

For Freight or Passage, apply to WING CHEONG & Co., Agents.

Hongkong, 26th November, 1895. [1634]

"SHIRE" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

(To follow the Steamers Strathclyde and Glenlye.)

THE Steamship

"MONMOUTHSHIRE,"

Captain Evans, will be despatched for the above Port on or about TUESDAY, the 10th December.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 12th November, 1895. [1233]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ULYSSES,"

Captain Lapage, will be despatched as above on THURSDAY, the 12th December.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th November, 1895. [1630]

"BEN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

(To follow the Steamers Strathclyde, Glenlye and Monmouthshire.)

THE Steamship

"BENGLOE,"

Captain Thomson, will be despatched for the above Port on or about MONDAY, the 3rd December.

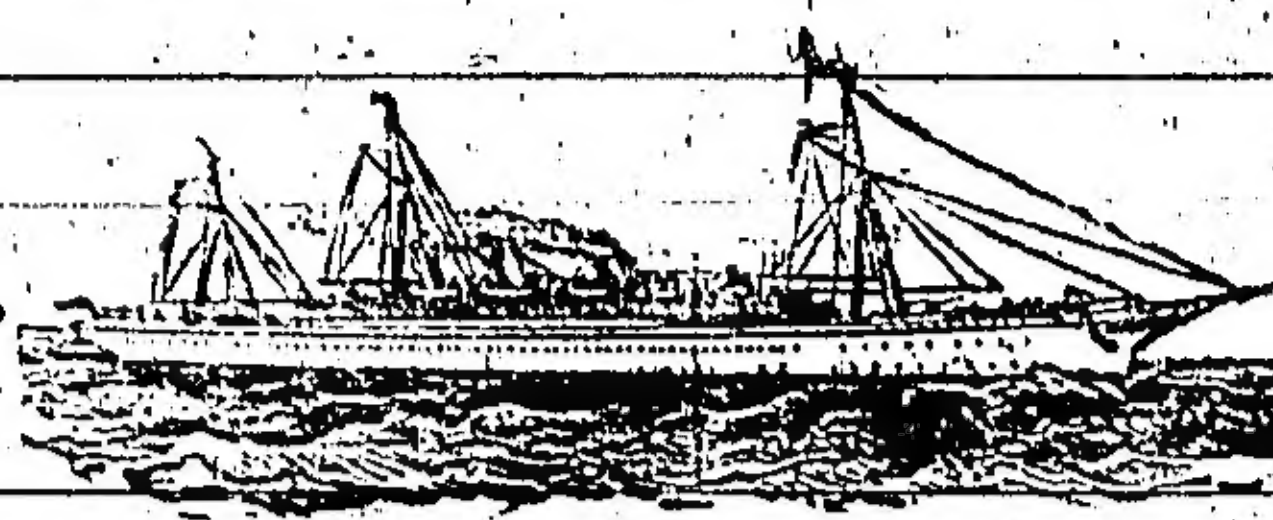
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 15th November, 1895. [1177]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1895.



1895.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R. WEDNESDAY, 25th December.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 22nd January, '96.

EMPRESS OF INDIA...Comdr. H. Pybus, R.N.R. WEDNESDAY, 19th February, '96.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

CIRCULAR PACIFIC TICKETS: Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months, 2nd class.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Paddis Street, 13.

Hongkong, 26th November, 1895.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"AFRIDI" (via Nagasaki, Kobe, Inland Sea & Yokohama) Friday, 6th Dec., at Noon.

"COPPE" (via Nagasaki, Kobe, Inland Sea & Yokohama & Honolulu) Thursday, 26th Dec., at Noon.

"GALLE" (via Nagasaki, Kobe, Inland Sea & Yokohama) Tuesday, 14th Jan., at Noon, 1896.

This Steamer will carry no Passengers.

THE Company's Chartered Steamship

"AFRIDI" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE AND YOKOHAMA on FRIDAY, the 6th December, 1895, at Noon.

Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this Line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 50 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 14th November, 1895. [1612]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. EYES FLUID

THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 26th November, 1895.

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.

Excellent accommodation. First-class Table, DOCTOR and STEWARDSS carried.

HONGKONG TO NEW YORK \$350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Victoria 1,167 Tuesday ... Dec. 3.

Hankow 1,304 Tuesday ... Dec. 24.

Tacoma 2,549 Tuesday ... Jan. 14.

Victoria 1,167 Tuesday ... Feb. 11.

THE Steamship

"VICTORIA,"

Captain J. Pantou, R.N.R., sailing at Noon, on TUESDAY, the 3rd December, will proceed to VICTORIA, B.C. and TACOMA, (Wash.), via SHANGHAI, INLAND SEA, KOBE AND YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co., General Agents.

Hongkong, 12th November, 1895. [4]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BRUSSELS AND HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Frisian Monday ... 10th Dec.

Siam Monday ... 6th Jan.

Gera Monday ... 3rd Feb.

ON MONDAY, the 9th day of December, 1895, at 3 P.M., the Company's Steamship "PREUSSEN," Captain Hagemann, with MAILED PASSENGERS, SPECIAL CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 7th Dec. Cargo and Speed will be received on board until Noon on MONDAY the 9th Dec., and Parcels will be received at the Agency's Office until Noon on SUNDAY, the 8th Dec. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Times can be washed on board.

For further Particulars, apply to

MELCHERS & Co., Agents.

Hongkong, 15th November, 1895. [1533]

Intimations.

SIEN TING, SURGEON DENTIST.

No. 14, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1895. [1918]

DENTISTRY.

FIRST CLASS WORKMANSHIP AND MODERATE FEES.

M. R. WONG TAI-FONG, Surgeon Dentist.

(Formerly Articled Apprentice, and latterly Assistant to Dr. ROGERS.)

HAS REMOVED TO THE BANK BUILDINGS, QUEEN'S ROAD, (Opposite